



Montana and the Sky



Department of Transportation – Aeronautics Division

Vol. 48 No. 6

June 1997

Aviation Awareness Art Contest Winners Announced

The aviation art contest is recognized worldwide as an aviation awareness program. Montana responds in a big way: this year there were over 200 entries from aviation artists, ages 5-18.

The 1997 Aviation Awareness Art Contest Winners:

CATEGORY I (grades 1-4)

- 1st, Derek Zeiler, Florence, MT
- 2nd, Crystal Dorne, Condon, MT
- 3rd, Colt Ferguson, Fort Peck, MT

CATEGORY II (grades 5-8)

- 1st, Travis Murnion, Jordan, MT
- 2nd, Burl Williams, Lewistown, MT
- 3rd, Chris Miller, Clancy, MT
- 3rd, Drew Grotbo, Helena, MT

CATEGORY III (grades 9-12)

- 1st, Christopher Greil, Missoula, MT
- 2nd, Adam Weitz, Helena, MT
- 3rd, Katrina Wahl, Cut Bank, MT



The first place winners in each category were treated to a round-trip flight from their hometown to Helena with their parents. The aviation day began in Helena with a tour of the capitol and awards presentation with Lt. Governor Judy Martz; Mike Ferguson, Aeronautics Administrator; Jeanne Lesnik, Safety and Education, and Gordon Brandes of Northwest Airlines. The winners and their families were treated to lunch at the Landing Strip and flown home after visiting the airport tower.

Christopher Greil, the winner of category 3, was the overall winner and will travel to the 1997 Experimental Aircraft Association Air Academy in Oshkosh, Wisconsin, compliments of Northwest Airlines and donations received from attendees at the Montana Aviation Conference.

Thank you to all the Aviation Art contest participants and supporters! 



Chris Greil, third from left, is presented his first place award, airline ticket and tuition to attend the EAA Air Academy at Oshkosh, WI. Pictured are Bob and Marlene Greil, Chris, Lt. Governor Judy Martz, Gordon Brandes of Northwest Airlines and Mike Ferguson. Many thanks to all the wonderful folks at Northwest Airlines for continuing to promote Montana's youth through aviation education each year. Your support is appreciated immensely.

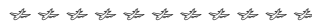
Administrator's Column

Commission Proposes Fuel Tax Increase. The National Civil Aviation Review Commission's (NCARC) draft proposes raising jet fuel tax to 51½ cents per gallon and av gas to 31 cents per gallon. Under the proposal the tax would rise by 8 cents per gallon per year beginning in 1999 until reaching 51½ cents for jet fuel and 4 cents per gallon per year until reaching 31 cents for av gas. The proposal has drawn great concern from the National Air Transportation Association (NATA). At the June 4th meeting, NATA President James Coyne told the NCARC, "It is improper to even consider these large tax increases without first determining what the FAA's costs really are. A new tax of this nature would substantially decrease aircraft utilization across the board. This decrease would have the effect of lowering, rather than increasing, funds for the FAA." Coyne pledged to continue working with the NCARC to "provide the FAA with the monies it needs without wrecking the industry it supports. The first step in this process has to be a precise determination of the FAA's costs, then weighing that need against possible funding structure changes."

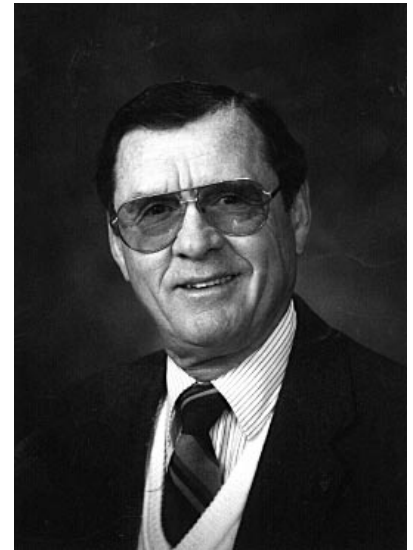
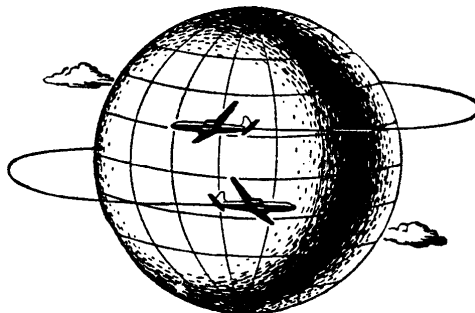


Senators Express Reservations About User Fees. Several Senate Transportation Appropriation Subcommittee members continue to express strong reservations about the Administration's proposal to assess \$300 million in new user fees. Senator Richard Shelby (PA) Chairman of the Subcommittee questioned whether the FAA would be capable of collecting the proposed \$300 million and said the Administration's fee plan "represents a major change in how financing is approached for this agency, and many in Congress, myself included, are skeptical." Senator Slade Gorton (WA), a member of the Subcommittee and Chairman of the Senate Aviation Subcommittee, asked "What's broke that we have to fix?" Gorton said that the current excise tax

system is efficient—it "costs us almost nothing" to collect revenue and the costs of collecting user fees more than likely would be higher. He also voiced concern about the possibility that user fees would lead to private pilots avoiding use of the air traffic control system. Senator Lauch Faircloth (NC) stated that he is "concerned about the trend toward user fees." He said the FAA has yet to explain how \$1 billion was "squandered" on the now-canceled Advanced Automation System but is coming to Congress asking for authority to impose \$300 million in user fees. Senator Frank Lautenberg (NJ) also questioned the Administration's intention to have users completely fund the FAA by user fees without any contribution from the general fund.



More on FAA Funding. While the National Civil Aviation Review Commission (NCARC) is studying ways to finance the FAA and creating great concern and controversy over several different proposals, the Joint Committee on Taxation has its own proposal that would preserve the current excise tax system with certain modifications. The proposal would reduce the ticket tax from the current 10 percent to eight percent and would impose a per-passenger tax of up to \$3. The GA fuel tax would increase by two cents per gallon and the current 4.3 cent-per-gallon "deficit reduction" fuel tax now going into the General Fund would transfer into the Airport and Airways Trust Fund.



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Splash-in/Fly-in

The fourth annual Splash-in/Fly-in will be held August 15–17 at the Lower Stillwater Lake, US 93 N., 14 miles northwest of Whitefish, MT.

Enjoy Friday evening music by the campfire, swimming, relaxing, hiking or a seaplane seminar put on by the Montana Seaplane Pilots Association. Volleyball, horseshoes seaplane display and more will be available.

A pig roast, potluck, barbecue will be held Saturday afternoon/evening.

Come by plane—floats, amphibis, wheels or airline—car, RV, boat, bicycle.

We have plenty of camping sites at the lake or if you like comfort, golf, tennis, spa, etc., the Grouse Mountain Lodge, Rocky Mountain Lodge, Comfort Inn and other accommodations are available in nearby Whitefish. Ask for Fly-in rates.

We are 40 miles from the entrance to Glacier National Park. There are many other lodging and activity options in the Flathead Valley.

We have 2,500 feet of beachable lake shore on our 40 acres.

Floatplanes see pg. 122–123, 3rd Edition Spa Directory. 48.31.32–114.33.44, elevation 3000.

Wheel planes can use Whitefish (grass, no fuel, Hertz cars), Kalispell City (Strand Aviation, Eagle Aviation), Glacier International (FCA)(Holman Aviation) scheduled service Delta, NWA (jet) and Horizon Air Service. Major car rentals.

For more information, R.S.V.P., contact Bill Montgomery (360)629-6100 or (360)629-3210-fax. Summer phone (406)881-2239 or e-mail 74754,651@CompuServe.com.

Plan on attending and having a grand time!

IAH Renamed

Not everyone who jumps out of an airplane gets an airport named after him. But George Bush did just that. Just three weeks after his second parachute jump, this last one just for fun, Houston Intercontinental Airport was renamed in honor of the past president. Houston's airport is now known as the George Bush Intercontinental Airport-Houston. The airport will retain its designation, IAH.

George and Barbara Bush moved to Houston after they moved out of the White House.



Calendar

June 4—Idaho 4th Annual Gathering of Taildraggers, Jerome, ID. Call Frank Kucera (208)324-4811.

June 6—Aeronautics Board Meeting, Yellowstone Airport, West Yellowstone.

June 7—Miles City MPA Appreciation Day. Breakfast at 7 am—lunch at noon, many fun events throughout the day including Young Eagle rides. Contact Barb Hirsch.

June 7—MPA Board of Directors Meeting, Miles City.

June 10–16—International Aviation Week, Cayman Caravan Fly-in. Call (800)346-3313 or (904)872-2495.

June 11—Pilot Operations at Non-towered Airports, 7 pm, Holiday Inn, Bozeman.

June 15—Annual Father's Day Poorboy Sourdough Pancake Breakfast Fly-in, Beacon Star.

June 18–22—Montana Antique Aircraft Association (MAAA) Air Tour. Call Roy Hollandsworth (406)627-2466.

June 20–22—Cessna 180/185 Club Fly-in at Johnson Creek, ID. Call Al Hewitt (206)941-3052.

June 28—Plains Fly-in Breakfast (8–11 am), Plains. Call Randy Garrison at (406)826-3605.

June 28—Mogollon Airpark Fly-In/BBQ, Mogollon Airpark, Overgaard, Arizona. BBQ from 10 am to 2 pm. Contact Michael Campbell, 12197 E. Sahuaro Dr., Scottsdale, AZ 85289, (602)661-7586, e-mail telmike@futureone.com

June 29–July 3—Flying Dentists National Meeting, Grouse Mountain Lodge, Whitefish.

July 9–13—Northwest EAA Fly-in, Arlington, WA. Call (360)435-5857.

July 11–13—Supercub Fly-in at Moose Creek. Call Lon Habersetzer (360)687-3640.

July 12—Hamilton Airport Open House and Pancake Breakfast. Contact Warren Woolley (406)363-0874.

July 12—North Central Hangar Fly-in Breakfast and Toy Show, Havre.

July 12–13—Missoula Air Show, fly-ins welcome; display aircraft free; call Paul Klawitter (406)728-4381.

July 18–20—Schafer Meadows Annual Work Session.

July 25–27—Northwest Mountain Family Fly-in and Aviation Safety Convention, Driggs, ID.

July 30–August 5—45th Annual EAA Fly-in Convention, Oshkosh, WI

August 2—Stevensville Airport Awareness Day. Contact Lynnet Thomas at 777-3041.

August 2–3—IAA Fly-in at Johnson Creek. Call Dennis Colson (208)378-4181.

August 7–10—MAAA Annual Fly-in, Three Forks Airport/Progreba Field.

August 13–16—Sky Trail International Northwest Aviation Council Conference, Saskatoon, Saskatchewan.

August 15–17—Fourth Annual Splash-in/Fly-in, Lower Stillwater Lake. Call Bill Montgomery (360)629-6100 or (406)881-2236.

August 17—Second annual Powell Valley Wheels Aircraft/Car Show, Powell Municipal Airport, 7 am–4 pm, Powell, WY.

August 30–September 1—Annual Labor Day Fly-in, West Yellowstone.

September 7–14—Reno Air Races, Reno, NV.

September 10–11—Western International Search and Rescue Advisory Committee (WISARAC) Annual Meeting, Kalispell.

September 12–14—Mountain Search Pilot Clinic, Kalispell.

September 13—Aertronics Annual Open House, Billings.

NATA Urges FAA to Drop International Overflight Fees

The FAA issued an interim rule setting May 19 as the day the Administration would begin collecting fees on overflights from both commercial carriers and general aviation users. These international overflight fees are seen by many within the aviation industry to be the first step towards the implementation of broad-based user fees to fund the FAA.

Jim Coyne, NATA President, reiterated general aviation's long-standing concern that user fees could deter the use of air traffic control services, jeopardizing safety and noted that foreign reciprocity of fees is likely. Coyne also pointed out that Congress' intent in allowing these fees was to

collect from foreign air carriers who do not land or depart from U.S. soil and that penalizing general aviation and charter is inconsistent with the basis for the rule.

The FAA's calculation of fees is flawed according to Coyne. "Today, the FAA cannot accurately charge users for the cost of air traffic services. The cost for a weather briefing, air traffic control, or a flight plan is not defined, though the Agency plans to charge a uniform fee for all services nationwide.

"The FAA has no accounting of the value of its services and these proposed overflight fees are totally arbitrary. I urge you to drop these fees on general aviation and charter flights," said Coyne. ✈

Ground Broken for EAA Air Academy Lodge

A new 50-bed lodge on the EAA Aviation Center grounds, in Oshkosh, Wisconsin will enhance current youth aviation education programs beginning in 1998 and become a major building block for expanded EAA educational programs in the future.

EAA President Tom Poberezny was joined by organization's directors, previous

Air Academy graduates and other aviation enthusiasts for the ground breaking ceremony of the 10,600-square foot Air Academy Lodge.

The first use of the facility is expected in early 1998. The lodge will be located near Pioneer Airport, directly behind the EAA Air Adventure Museum. ✈

CAP Assists North Dakota Flood Efforts

Thirteen cadets and five senior members of Beartooth Composite Squadron in Billings supported a Billings-wide community effort to provide flood relief for Grand Forks, ND. Billings residents and businesses helped by donating about 46,800 lbs. of relief supplies and CAP personnel and other volunteers packaged and loaded the relief supplies for shipping from Billings to Grand Forks.

CAP personnel made up about one-third of the all-volunteer work force and helped to package the relief supplies and get them ready for shipping. ✈



SkyWest Airlines Resumes Service

SkyWest Airlines announces the resumption of seasonal service between West Yellowstone and Salt Lake City. Beginning June 1, SkyWest will operate three daily nonstop flights each way using Brasilia turboprop aircraft. Flights will depart West Yellowstone at 7 am, 1 pm and 6 pm. Return flights from Salt Lake City will depart at 11:20 am, 4:25 pm and 9:40 pm. West Yellowstone service will remain in place through September 30th.

"In our eleventh year of service at West Yellowstone, we're pleased to provide three daily Brasilia round trips this season," said Steve Hart, SkyWest Vice President-Market Development. "As Yellowstone National Park visitation grows, we're hopeful that demand for air service to the West Yellowstone gateway will grow as well. The 90 daily seats we'll be providing this summer are more than SkyWest has ever offered."

The 30-passenger, cabin-class Brasilia aircraft, being used for West Yellowstone service, offers passengers convenient overhead and under-seat storage compartments, in-flight snack and beverage service and a lavatory. ✈

Aviation Awareness Art Contest



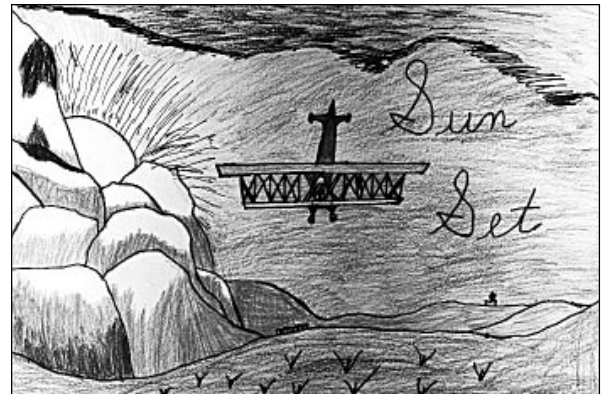
The winners proudly display their trophies and plaques. Pictured with Lt. Governor Judy Martz are Travis, Chris and Derek.



1st Place, Category III, Christopher Greil, Missoula



Derek Zeiler and his parents Lee and Mary traveled from Florence for the ceremony. Derek is in the 4th grade.



1st Place, Category I, Derek Zeiler, Florence



1st Place, Category II, Travis Murnion, Jordan

At left: Travis is pictured with family members and Lt. Gov. Martz. Travis is in 7th grade and the son of Lori and Jerry.

The Berlin Airlift

Reprinted from the Berlin Airlift Historical Foundation

With the end of World War II, Germany was divided into two zones. The western zone was occupied by British, French and Americans. The Soviets occupied the eastern zone, containing the capital city, Berlin. Berlin was also divided, with two and a half million people, plus 30,000 allied troops. Soviet leader Joseph Stalin, ordered his army to impede rail and road transportation into the war-torn city with its two and a half million people. Despite world-wide protest, oppression grew and transportation disruptions continued.

On June 18, 1948, the Soviets began a complete blockade of all means of surface transportation—highways, railroads and waterways. Less than a week later, the heartless siege was total and strangling. The American, British and French sectors of the cities were in danger of collapsing. This meant economic ruin, starvation and ultimately enslavement, for a city beginning to rebuild from the war.

To their great credit, the Western Allies and Berliners refused to admit defeat. But

something had to be done fast. Tremendous amounts of food, fuel, medical and other vital supplies had to be delivered to the city. The task seemed impossible. Yet there was a way: Airplanes would save the German people.

On June 26, 1948, a small collection of U.S. Air Force C-47s and Royal Air Force Dakotas and Yorks delivered 80 tons of initial supplies to Berlin. *Operation Vittles*, as the airlift was officially labeled, had begun. (The Germans called it 'die Luftbrücke' or the "air bridge.") By the next month the planes were hauling up to 1,000 tons per day.

The huge city needed much more in food and other essentials—a minimum of 4,500 tons per day! As a result, the USAF ordered over 300 Douglas C-54s to Germany. Each could carry a payload of 10 tons, more than three times as much as the smaller, twin engine C-47s. Supplementing the Air Force, were twenty-four R5Ds from U.S. Navy squadrons and several more from Marine Corps squadrons.

Ultimately, the U.S. utilized 441 aircraft, comprising 309 C-54s, 105 C-47s, 21 R5Ds, five C-82s, and one C-97A. The British used 101 aircraft; 40 Dakotas, 35 Yorks and 26 Hastings. Day and night, the transports of the Western Allies averaged 700 flights and 5,620 tons per day. They often flew "in the soup" and amidst Soviet harassment by search lights, radio jamming and aircraft.

The Army Transportation Corp. controlled the important flow of cargo to the airfields, and German civilians unloaded supplies in Berlin. Air traffic routes were defined and maintained, and Ground Approach Controllers worked round the clock. The support lines stretched across the United States, with maintenance and training being conducted at many cities and bases.

General Curtis LeMay commanded the startup airlift, then the reins were turned over to General William H. Tunner. On October 15, 1948, the USAF, USN, & RAF united their efforts to form the Combined Air Lift Task Force. 

The Berlin Airlift Historical Foundation

From its home base at the Robert J. Miller Airpark, near Farmingdale New Jersey, the non-profit Berlin Airlift Historical Foundation has a defined mission of acquiring and maintaining aircraft of the Berlin Airlift era; and presenting them as flying museums for history and education. It is dedicated to preserving the memory and alliance of the men and women of the United States, Great Britain, France and Germany, who conducted the greatest humanitarian operation in aviation history, and thereby sustained the besieged city of Berlin Germany, from June 1948 to May 1949. Organized in 1991 it is a volunteer organization, with a growing international membership.

The Berlin Airlift Historic foundation owns and operates a World War II, four-engine Douglas C-54E / R5D4 *Spirit of Freedom*. This popular air show aircraft, is a flying museum, memorial and classroom to the Berlin Airlift. Photographic panels, charts, murals and memorabilia, tell the story of the airlift, and of the thousands of service men and women who made it successful. The aircraft, and many of the crew, are Berlin Airlift veterans, so the *Spirit*

of Freedom is more than a large four-engine aircraft.....it's an air show experience!

The *Spirit of Freedom*, was awarded the Best Cargo Aircraft trophy at the 1996 aircraft gathering at Oshkosh, WI, sponsored by the Experimental Aircraft Association. The foundation was also the recipient of the Special American Freedom Award, presented by humanitarian Joe Werner in 1996 at the annual meeting of the Berlin Airlift Veterans Association.

In February 1997, the foundation acquired a C-97G. One of the last flyable and airworthy C-97s, it is named *Deliverance*. This huge Boeing, four-engine design, served the U.S.A.F. for two decades. It is best remembered as the unsung hero of the Cold War, as a cargo transport, and air tanker refueller in the 1950s and 60s for the Strategic Air Command's (SAC) fleet of B-47 bombers. Built in 1952 as KC-97G, serial # 52-2718, *Deliverance* served in the SAC deterrent role until retirement in the mid 1960s. Following a storage period, it was acquired, equipped as a dental facility by

Grace Aire, and served in this humanitarian medical role in Central and South America for many years.

In 1948, one of the new C-97As flew forty Berlin Airlift missions, and helped establish strategic airlift principles still practiced today. *Deliverance*, will become a flying museum to the Cold War, teaching world history from the end of the Berlin Airlift, to the collapse of the Berlin Wall in 1989. When completed, it will join the *Spirit of Freedom*, at air shows and other events, with an exterior paint scheme as flown in Berlin, 1948.

In the short span of only six years, the Berlin Airlift Historic Foundation has accepted a challenging mission, and acquired two of the largest historic propeller transports. Through the dedicated efforts of volunteers, and the contributions of photographs, memorabilia, and artifacts, our mission is well underway. Further support is needed, membership is welcomed and financial contributions will be directed toward fulfilling our goals of education and history...through aviation.

Ten Most Memorable Record Flights of 1996

The National Aeronautic Association announced its 7th annual selection of the "Ten Most Memorable Record Flights," chosen from more than 150 aviation records set in the U.S. during 1996.

- Departing Denver on February 12, Mark Calkins, Charles Conrad, Paul Thayer and Daniel Miller circled the globe in a Learjet 35A, in 2 days, 1 hour, 21 minutes, at an average speed of 467 mph. This flight earned them the record for "Speed Around the World, Eastbound."
- Leaving London's Fairoaks airport in a Bell 430 helicopter, Ron Bower and John Williams flew around the world in 17 days, 6 hours, 14 minutes, averaging 57 mph. This record for "Speed Around the World, Westbound" was set August 17–September 3.
- Lifting off from McAlester, OK, Jetta Schantz piloted her AX-07 hot air balloon through the night, touching down 15 hours, 11 minutes later in Wellborn, TX. This women's record for "Duration" was set February 4.
- Soaring along the Sierra Nevada mountains in California, Jim Payne flew his Schempp-Hirth Discus A glider along a 105-mile course, and back, at an average speed of 144 mph. This record for "Speed Over an Out and Return Course of 300 Kilometers" was set May 18.
- Piloting his 100-hp, Formula 1 racer "Nemesis," Jon Sharp made four passes along a 1.86 mile course in Oshkosh, WI, at an average speed of 283 mph. This record for "Speed Over a 3-Kilometer Course" was set August 3.
- Space shuttle Commander Kenneth Cockrell and the crew of NASA's STS-80 lifted off the launch pad at Kennedy Space Center on November 19, and returned to Earth 17 days,

15 hours, and 53 minutes later, setting a record for "Duration" in space.

- After winding the propeller of his rubber-powered model airplane 2,390 turns, Stephen Brown released the model airplane and watched as it circled inside the hangar for 58 minutes, 8 seconds. This record for "Duration" was set September 15 in Tustin, CA.
- Bill Signs and Ruth Jacobs departed Dallas, TX, in a Cessna 210L, and flew to Brazil, Antarctica, Spain, Egypt, Thailand and Australia, returning 50 days, 1 hour, 16 minutes later. This record for "Fastest Time to Visit all Seven Continents," concluded February 18.
- Beginning with her first shuttle mission in June 1985, astronaut Shannon Lucid has spent a total of 223 days, 2 hours, and 53 minutes in space. Her latest mission aboard STS-79, which ended September 26, earned her the women's record for "Accumulated Space Flight Time."
- On a flight honoring the 93rd anniversary of the Wright Brothers' first flight, Senator John Glenn and Phillip Woodruff flew a Beechcraft Baron from Dayton, OH, to Washington, DC, in 1 hour, 36 minutes—at an average speed of 229 mph. This record for "Speed Over a Recognized Course" was set December 17.

These individuals, and many others, were honored at the Annual Awards Ceremony of the NAA at the National Air and Space Museum in Washington, DC.

Pilots can obtain further information on how to set a record by contacting the National Aeronautic Association and asking for a record attempt kit. NAA's address is 1815 N. Ft. Myer Drive, Suite 700, Arlington, VA 22209; phone (703)527-0226; fax (703)527-0229; E-mail: naa@idsonline.com.

Airfest Montana

Airfest Montana is Montana's only air show this year and, without a doubt, will be the largest ever held at Johnson-Bell Field in Missoula; largest in attractions and largest in attendance. This two-day festival will take place July 12–13. The gates will open at 9 am and close at 6 pm each day with pre-show activities beginning at 9 am and the main events starting at noon and ending at 4 pm.

Airfest Montana is celebrating the 70th anniversary of the gathering together of 25 men in the Palace Hotel in 1927 to discuss establishing an airport and the future of aviation in the Missoula area. There will be displays in aviation education and careers to show our young people another direction to the 21st Century, as well as an exciting air show. All Korean War veterans and surviving crew members of the illustrious B-17 Flying Fortress will be saluted.

Performers include: United States Army Golden Knights, United States Navy F/A-18 Hornet Demonstrations; United States Air Force F-16 Fighting Falcon Demonstration; Wayne Handley and The Raven; Bob Bishop and the Freedom Jet; Julie Clark and the MOPAR T-34; Stepping Stones To Aviation; Dan Buchanan; Team EZ Long EZ Aerobatics; Blue Sky Parabatics and the Barnstormer Finishing School.

Airfest Montana is a not-for-profit organization which is being underwritten by the Missoula County Airport Authority. After all invoices and other commitments are paid, excess monies raised at this event will be donated to the Missoula County D.A.R.E. Program and the Missoula Chamber of Commerce Leadership High School Program. These programs were selected as beneficiaries of Airfest Montana because they are focused on educating and strengthening today's youth to be successful tomorrow.

This year's air show features static display aircraft that have never been seen at a Missoula airshow, such as the F-117 Stealth Fighter, the B-1 Bomber, the monstrous C-5 Galaxy and the ex-Soviet MiG-21, together with many other aircraft.

Make plans now to attend this exciting event!!

Havre Airport Recognized

At the FAA Northwest Mountain Region annual conference awards luncheon, the Airports Division presented five awards recognizing outstanding achievement in airport development and safety.

The Havre City-County Airport was recognized for correcting a bird-strike problem and averting the threat of flood damage to the airport.

Congratulations to the Havre Airport for their dedication to the improvement and safety of airports.

Harold DeSilva Retires

On March 29, Harold DeSilva of Plentywood gave up his pilot's license after 54 years of flying—business, charter and recreation—due to a cardiologist finding *one tiny* “narrowed artery.”

Harold has had a unique and eventful life in flying and has been considered “almost a legend” in Montana flying circles, especially Sheridan County.

He earned his pilot's license in 1941. Harold was appointed to the Montana Aeronautics Board by Governor Aaronson and served as the Board Chairman during his last year of service. He was active in helping to arrange contracts for building airports throughout the state including the one near Glacier Park, West Yellowstone and other emergency strips.

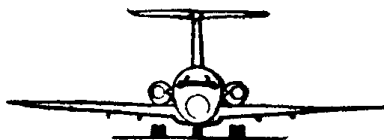
Harold was a delegate to the National Aeronautics Convention in 1961.

He served as president of the Montana Pilots Association two different times. Harold has been on the Sherwood Airport Board since its inception. He has strong

interests in seeing that Sherwood Airport continues to be a superior one.

Harold estimates he has logged 16,000+ hours in the air—enough hours to fly to the moon 5½ times or 98 times around the Earth—with over half of those hours spent in his Comanche N6288P, which he recently sold.

Thank you, Harold, for your devotion and many years of service to general aviation in Montana.



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Call for Old Beacon Lamps

The Aeronautics Division is looking for older-style beacon lamps that might be lying around gathering dust on airport manager's shelves around the state. Airport lighting manufacturers have stopped producing the 500 watt incandescent lamps that are currently being used for lighting all of the old airway beacons in our system.

This particular lamp has a product number of 500 T20/13, is about 6" long, 2½" in diameter, and has two 1" long prongs on the base to fit into the lamp fixture. We would appreciate receiving all lamps, new or used in working condition.

Please contact Mike Rogan with the Aeronautics Division in Helena at (406)444-2506 for more information. ✈️

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